

Amendments to the Claims:

The listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1-30 (cancelled).

31. (new) A pneumatic disc brake for utility vehicles, comprising:
a caliper straddling a brake disc;
a brake application device arranged in the caliper;
at least one adjusting device to compensate for brake pad wear; and
wherein the at least one adjusting device has at least one adjusting unit,
said unit being actuated independently of the brake application device and
directly via compressed air.

32. (new) Disc brake according to Claim 31, wherein the caliper is a
fixed caliper and the brake disc is axially movable at least in an area of its
friction ring surface.

33. (new) Disc brake according to Claim 31, wherein the brake disc is
axially movable only by a working stroke path at least in an area of its friction
ring surface.

34. (new) Disc brake according to Claim 31, wherein at least one of the pneumatically operable adjusting units is arranged on each side of the brake disc.

35. (new) Disc brake according to Claim 34, wherein two of the pneumatically operable adjusting units are arranged on each side of the brake disc.

36. (new) Disc brake according to Claim 31, wherein pressure chambers of multiple adjusting units are in an operative connection with one another by way of compressed-air passages.

37. (new) Disc brake according to Claim 31, wherein the brake application device includes an eccentric rotary lever having two traverse-type lateral ends that act upon one intermediate element, respectively, and further wherein the which intermediate elements having a recess on their side facing the brake disc.

38. (new) Disc brake according to Claim 37, wherein the intermediate elements are displaceably guided in the caliper.

39. (new) Disc brake according to Claim 37, wherein the intermediate elements are supported by way of plunger rods on pistons that are axially movable in the caliper.

40. (new) Disc brake according to Claim 39, wherein each piston has a pressure surface at an end facing away from the rotary lever, which pressure surface rests on a brake pad holding plate.

41. (new) Disc brake according to Claim 31, wherein each adjusting unit includes one piston and one plunger rod, which are screwed to one another by way of a non-selflocking thread.

42. (new) Disc brake according to Claim 41, wherein the plunger rod and the piston of each adjusting unit are non-rotatable relative to one another during brake application movements and are rotatable relative to one another during wear adjusting movements.

43. (new) Disc brake according to Claim 39, wherein the pistons are each inserted in a recess in the caliper.

44. (new) Disc brake according to Claim 43, wherein the pistons have a generally U-shape construction, a base side of the U-shape pointing toward the brake disc, and further wherein each piston has an interior center attachment,

which center attachment has a bore provided with an internal thread, into which bore the plunger rod is screwed.

45. (new) Disc brake according to Claim 44, wherein on a piston side facing away from the base side, in each case, a pressure chamber is formed in the caliper or between the intermediate elements and the piston.

46. (new) Disc brake according to Claim 45, further comprising a compressed-air connection located at the caliper.

47. (new) Disc brake according to Claim 42, wherein the plunger rod of each adjusting unit is equipped with a ring attachment at an end facing away from the brake disc, which ring attachment has a conical surface on a face pointing away from the brake disc, and further wherein the conical surface is supported on a correspondingly developed conical surface of a support bearing ring.

48. (new) Disc brake according to Claim 47, wherein a toothing is arranged between the conical surfaces.

49. (new) Disc brake according to claim 47, wherein the ring attachment, on an opposite side from the conical surface, is supported on a

thrust bearing, which thrust bearing, on its side facing away from the ring attachment, rests on a cup spring and is axially displaceable to a limited extent.

50. (new) Disc brake according to Claim 49, wherein on its side facing away from the thrust bearing, the cup spring is supported on a retaining ring, which retaining ring engages in a surrounding groove in one of the caliper and the intermediate element.

51. (new) Disc brake according to Claim 48, wherein a second pressure chamber for releasing the toothing between the conical surfaces for restoring the pistons during a brake pad change is assigned to each adjusting unit.

52. (new) Disc brake according to Claim 51, further comprising a metal membrane arranged axially behind an axial end of the plunger rod facing away from the brake disc in an area behind a support bearing ring, which metal membrane bounds the second pressure chamber.

53. (new) Disc brake according to Claim 52, wherein a compressed-air feed pipe in the caliper leads into the second pressure chamber in the caliper, which compressed-air feed pipe is connected with another compressed-air connection on an exterior side of the caliper.

54. (new) Disc brake according to Claim 52, wherein between the metal membrane and the plunger rod, a ball is arranged which engages in a centric recess on the face of the plunger rod and into a centric recess of the metal membrane.

55. (new) Disc brake according to Claim 31, wherein multiple adjusting units are provided, said adjusting units having an identical construction with the exception of pressure rollers and intermediate pieces provided only on the application side of the disc brake.

56. (new) Disc brake according to Claim 38, further comprising a set of roller bellows arranged between ends of each intermediate piece facing the brake disc and the caliper wall which accommodates the intermediate piece.

57. (new) Disc brake according to Claim 44, wherein each bore in the pistons is closed by a sealing washer on a side facing the brake pads.

58. (new) Disc brake according to Claim 39, further comprising an antirotation protection device for the pistons, while device is provided by corresponding devices for an antirotation protection between brake pad holding plates of the brake pads and the pistons.

59. (new) Disc brake according to Claim 39, wherein bellows are provided for covering a gap between a circumference of the pistons and the caliper at an end area of the pistons facing the brake disc.

60. (new) Disc brake according to Claim 59, wherein in the gap between the circumference of the pistons and the caliper, in each case, a surrounding sealing ring 81 is provided for sealing-off the pressure chamber.